

APS NOTES:

- 1. Pushbuttons are to be located so that they can be activated by a person in a wheelchair reaching less than 18"from a 60"x 60" level landing area with a cross slope of less than or equal to 2%.
- 2. The 10' separation between pushbuttons is to be measured from face of pushbutton, not center to center of pole.
- 3. Pushbutton arrows are to be parallel to the crossing for which they are intended.
- 4. Location of accessible pedestrian signal pushbuttons must meet location requirements of MUTCD Sec.4E.09 and Fig.4E.2 and the NCHRP publication. "Accessible Pedestrian Signals: Guide To Best Practice". If not met, the contractor is to stop work on pushbutton locations until a design waiver is obtained, approved by the director, Office Of Traffic and Safety.
- 5. APS will function as follows:
- TO CROSS TERMINAL ROAD
 - When pedestrian locates and presses the pushbutton for an extended time, the pushbutton unit will announce the following message "Wait to cross Terminal at Scott; Wait."
 - b. When the WALK phase begins, the pushbutton unit will provide a rapid tick which will last for the duration of the WALK phase.

CONSTRUCTION DETAILS

- A. Remove existing macadam ramp and multi-use path area and install concrete parallel sidewalk ramp (Std No. MD 655.12). The mouth of the ADA Ramp is to be 8' wide and align with the existing crosswalk.
- B. Remove existing median cut through including back curb and install median cut through (Std No. MD 655.21). The cut through shall stay at the same grade as the existing roadway to insure positive drainage.
- C. Remove existing concrete ramp and sidewalk area and install parallel sidewalk ramp (Std No. MD 655.12). The mouth of the ADA ramp is to be 8' wide and align with the existing crosswalk.
- D. Install standard Type "A" combination curb and gutter (Standard No. MD 620.02)
- E. Install 8" back curb as shown.
- F. Install 8" back curb sloped from 8" to top of ramp.
- G. Install detectable warning surface (Std NO. MD 655.40).
- H. Tie in proposed sidewalk with existing sidewalk at joint.
- J. Sawcut macadam path and tie in proposed concrete path with existing macadam path.
- K. Tie new curb to existing curb at joint.
- L. Install standard Type "A" combination curb and gutter (Standard No. MD 620.02)(depressed)
- M. Tie new back curb into existing foundation.
- N. Install 5'x5' concrete transition area.
- O. Install 5'x9' concrete transition area.

TOD NO: XY139-03 SHA NO: AA189B53 MD 162, MD 170, MD 176 @ Various



STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

TERMINAL ROAD AT SCOTT DRIVE/DAILY PARKING ENTRANCE

HANOVER, MARYLAND

DETAIL SHEET

O.R. GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

SCALE 1"= 10' DATE 2/6/2013 CONTRACT NO. XY1395185

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 TOD NO.

 TS NO. 4169B
 DRAWING TSP-2 OF 3
 SHEET NO. 17 OF 33